

25 per cent Discount
FOR CASH
SATURDAY, 1st Aug. 08.
(until further notice)
On ALL MILLINERY GOODS.
Smart Selection of RIVER and
TRAVELLING HATS.
M. GAINES,
COURT MILLINER,
HOTEL MANSIONS
(3rd Floor), HONGKONG.
(over Messrs Kraso & Co.)

The China Mail.

ESTABLISHED 1845

25 per cent Discount
FOR CASH
SATURDAY, 1st Aug. 08.
(until further notice)
On ALL MILLINERY GOODS.
Smart Selection of RIVER and
TRAVELLING HATS.
M. GAINES,
COURT MILLINER,
HOTEL MANSIONS
(3rd Floor), HONGKONG.
(over Messrs Kraso & Co.)

No. 14,138.

號四萬八千八百九十一英

HONGKONG, TUESDAY, AUGUST 4, 1908.

日八初月七年申庚

PRICE, \$8.00 Per Month.

Intimations.

THORNE'S OLD VAT

\$15
PER
CASE



Assupplied
to the
House of
Commons.

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.
Hongkong, May 1, 1907. 793

WANTED—IMMEDIATE.

TWO Gen. Men require One LARGE
ROOM, with Bath. Must be central,
or not higher than Kennedy Road. Please
state particulars to
"R.C."
Care of "China Mail" Office.
Hongkong, August 3, 1908. 1084

MITSU BISHI GOSHI-KWAISHA.

NOTICE IS HEREBY GIVEN that
from and after this date Mr. H.
OISHI shall take charge of the Hongkong
Office of the above named Company as
MANAGER.
Hongkong, August 3, 1908. 1082

OREGON PINE LUMBER.

THE UNDERSIGNED have a Large
Quantity of the ABOVE in all Sizes
in Stock.
DODWELL & CO., LTD.
Hongkong, July 30, 1908. 1068

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 81.

WRECKS IN CANTON HARBOUR.

NOTICE IS HEREBY GIVEN that the
following Wrecks, sunk during a
late typhoon, have up to the present been
located in the fairway:—
The S.S. *Tung Kong* and one or two
Launches about 200 yards East of Shamen
Rock Buoy in 26 feet of water.
One Launch about 200 yards SE of the
Shamen Rock Buoy in 23 feet of water.
L.W.S.

Two Junk, masts showing, about 200
and 250 yards respectively south of the
Red Buoy marking the Rock below Butter
Field & Swire's lower wharf, Back Reach,
in 20 feet of water L.W.S.

The Wrecks are marked by Sampans
showing a Red Flag during day time and a
Red Light at night.

The possibility of other wrecks not yet
located is not excluded.
Steamers are advised not to proceed to
and from the berths above Shamen Rock
Buoy after dark.

H. G. MYHRE,
Harbour Master.

Imperial Maritime Customs,
Harbour Master's Office.

Approved
PAUL H. KING,
Commissioner of Customs.

Canton, July 30, 1908. 1072

HONGKONG AND SHANGHAI BANK- ING CORPORATION.

NOTICE IS HEREBY GIVEN that the
ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS in
this Corporation will be held at the CITY
HALL, Hongkong, on SATURDAY, the
22nd day of August, 1908, at Noon, for
the purpose of receiving the Report of the
Court of Directors together with a State-
ment of Accounts to 30th June, 1908.
By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, August 1, 1908. 1077

HONGKONG AND SHANGHAI BANK- ING CORPORATION.

NOTICE IS HEREBY GIVEN that the
REGISTER of SHARES of the
Corporation will be CLOSED from MON-
DAY, the 10th instant to SATURDAY,
the 22nd inst., 1908, (both days inclusive),
during which period no Transfer of Shares
can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, August 1, 1908. 1078

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS
will be held in the Offices of the COMPANY,
QUEEN'S BUILDINGS, Connaught Road, on
MONDAY, 24th August, at 12 o'clock
Noon, for the purpose of receiving the
Report of the Directors and the Statement
of Accounts to the 30th June, 1908.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 10th to
the 24th August, both days inclusive.
By Order of the Board of Directors,
THOS. J. ROSE,
Secretary.

Hongkong, July 25, 1908. 1060

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS; FOUNDERS & BOILERMAKERS.

RIVER STEAMERS, TUGS, MOTOR BOATS
HIGH-SPEED AND SHALLOW-DRAFT VESSELS A SPECIALTY.
ESTIMATES FOR ALL IRON AND STEEL WORK.
NEW LAUNCH FOR SALE.
TELEPHONES: 187 and K. 91. CABLES: Sanyouss, Hongkong.



GAIL BORDEN'S CONDENSED MILK GOLD SEAL BRAND.

THE MILK per Excellence. GUARANTEED TO KEEP LONGER THAN CONDENSED MILK
OF ANY OTHER MANUFACTURE. First in Quality, Purity and Palatableness.
For GAIL BORDEN'S CONDENSED MILK CO.
CONNELL BROS. COMPANY, Sole Importers.
Hongkong, July 14, 1908. 1014

KELLY & WALSH, LTD.

12 BUSINESS BOOKS.	12 HOUSEHOLD BOOKS.
Every Man his Own Financier, by E. Mignon ... \$5.25	Beston's Household Management ... \$6.50
Office Organization and Management, by L. R. Dicksee and H. Blain ... 4.50	The Complete Cook, by Lillian Whiting ... 4.00
Pitman's Secretary's Handbook ... 4.50	The Oriental Cook Book, English-Chinese ... 6.00
Encyclopedia of Marine Law, by L. Jackworth ... 4.50	The Little Encyclopedia of Common Things ... 2.00
Money Exchange and Banking, by H. T. Easton ... 4.50	Pamphlet's Reference Book ... 6.50
Pitman's Office Desk Book ... 1.75	The Wife: Her Book, by Hayden Brown ... 2.75
Pitman's Business Man's Guide ... 3.10	Secrets of Beauty and Mysteries of Health ... 4.50
Pitman's Manual of Business Training ... 2.50	Etiquette for Every Day, by 'Madge' Manness and Rules of Good Society ... 2.00
Every Man his Own Lawyer, New Edition ... 5.50	Home Nursing, by Sister Grace80
How to become a Qualified Accountant ... 1.75	Every Woman's Toilet Book80
Thoughts on Business, by W. P. Warren80	The League in Health and Disease, by Dr. Niemeyer80

Just What You Want!
For Every Office.
GAMBLE'S PATENT TELEPHONE MESSAGE RECORDER.
A Neat Machine, easily worked, giving a duplicate of every message received through your Phone. Once used always used. A time saver. No more haphazard notes, no lost messages, no misunderstandings. K. & W. invite inspection.

IS AN INVALUABLE LIQUID FOOD IN THE FORM OF A DELICIOUS BEVERAGE.
"FOR STRENGTH, PURITY AND NOURISHMENT, THERE IS NOTHING SUPERIOR TO BE FOUND."
ROURNVILLE COCOA
IS A HIGH-CLASS COCOA WITH A DISTINCTIVE FLAVOUR DEVELOPED BY A SPECIAL PROCESS.
PREPARED BY CADBURY'S FROM THE FINEST COCOA.

Hongkong, December 10, 1907.

THE STATE FIRE INSURANCE CO., LIMITED.

HAVING been appointed AGENTS of the above Company, we are prepared to grant Policies against Fire on approved Foreign and Chinese risks at current rates of premium.
ORUZ, BASTO & CO.
Canton, July 30, 1908. 1070

THE OWL GRILL ROOM

HAS REMOVED
TO MORE COMMODIOUS PREMISES
29 & 31, Des Voeux Road,
Near the Mutual Bazaar.

SPECIAL RATES FOR MONTHLY CLIENTS.

TEFFIN ... \$30 per Month.
FULL BOARD ... \$40.

FRESH & SMALL GOODS ALWAYS ON HAND.
HARRY NEWBOLD, Proprietor.
Hongkong, May 19, 1908. 784

THE COMMERCIAL LAW OFFICE.

ONG CHINESE;
With Special Reference to
PARTNERSHIP REGISTRATION
BANKRUPTCY LAWS OF
HONGKONG.
(Reprinted from the China Mail.)
For Sale at the China Mail Office,
as 8, Queen's Road Central.

WEST RIVER TRIPS FROM HONGKONG.

Round Trip 4 Days.
Comfortable Steamers—Delightful Climate,
The most interesting and picturesque
scenery in South China.
For further information, apply to
BUTTERFIELD & SWIRE,
Agents, West River British S.S. Co.
Hongkong, October 25, 1907. 1708

INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS COMPANY.

(THE GREAT TRANS-SIBERIAN
ROUTE TO EUROPE).
HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates
of passage, etc., in connection with above.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, August 7, 1907. 1285

THE CARLTON HOTEL.

Most Centrally Situated—Elegantly Furnished.
VERY COMFORTABLE RESIDENCE
FOR PERMANENT BOARDERS AND TOURISTS.
FIRST CLASS TABLE. TERMS VERY REASONABLE.
APPLY TO THE MANAGER.

Business Notices.

THE PERFECT LUBRICANT. Fleming's Patent Solidified Oil.

SAVES TIME AND MONEY.

Used throughout the World on nearly all the Steamers of the First-class Lines, to
the entire satisfaction of Engineers and Owners.

THE MOST ECONOMICAL LUBRICANT KNOWN.
ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.
GUARANTEED FREE FROM ACID AND WATER.
DOES NOT MELT (OR RUN) UNDER 212° FAHR.

A. B. FLEMING & CO., Ltd., Patentees & Manufacturers,
CAROLINE PARK, EDINBURGH.

Sole Local Agents ...
BRADLEY & CO., 4, Queen's Building, HONG KONG.

LANE, CRAWFORD & CO.

THIN SUMMER BLANKETS

\$3.50 EACH.

A NECESSITY AND A LUXURY FOR THE
SUMMER.

LANE, CRAWFORD & CO.

CAFE BERTOLONE

37, QUEEN'S ROAD CENTRAL.

From This ...
THE AUTO-PIANO will discourse Sweet Music during
AFTERNOON TEA.

A MUSICAL SEANCE. A PLEASANT HALF HOUR.
UNEQUALLED CATERING. POLITE & PROMPT SERVICE.

Mr. Bart O'Connor will dispense Fancy Drinks.

CAFE BERTOLONE.
Hongkong, June 17, 1908. 691

THE HONGKONG STEAM LAUNCH CO.

TELEGRAPHIC ADDRESS: ... TELEPHONE: ... OFFICE No. 742.

LAUNCHES FOR SALE, HIRE, OR CHARTER.

For Picnic, Shooting, Bathing Parties, Towing, &c.

Launches for Hire, lying off Blake Pier during the day.

For the convenience of our clients the Office will also be open on Sunday from 9 to 11 a.m.

OFFICES: ST. GEORGE'S BUILDING (Second Floor).
GORDON & CO., General Managers.
Hongkong, June 1, 1908. 819

SUMMER REQUISITES

Prickly Heat Lotion and Powder

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

SUN GLASSES.

HOUSEHOLD AMMONIA.

FOR THE BATH AND ALL TOILET PURPOSES.

Delicately Perfumed. Half pint bottles, 60 cents.

VICTORIA DISPENSARY.

THE SINCERE CO.

111, CONNAUGHT RD.—215, 217, 219 & 221, DES VOEUX RD., HONGKONG.

UNIVERSAL PROVIDERS.

TAILORS, HATTERS & MERCERS.

ENGLISH AND AMERICAN BOOTS AND SHOES.

Drapery, Silks, Watches, Clocks, Crockery, Ironmongery.

Grocery, Furniture, Rattan Ware, Tobaccos, Oils, Cigarettes, Sewing Machines.

Our Prices are marked in plain figures.

Hongkong, September 28, 1907. 156

MEE CHEUNG & CO., PHOTOGRAPHERS.

SPLENDID ASSORTMENT OF

TYPHOON PICTURES NOW ON SALE.

STUDIO—108, ROUSS STREET. STORE—BRANSONFIELD ARCADE.

Hongkong, February 15, 1908. 3181

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 275 lbs. net. \$5.50 per Cask, ex Factory.

In Bags of 250 lbs. net. \$3.85 per Bag, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.

FAIRALL & CO.

7 & 9, PEDDER STREET. TELEPHONE 644.

DRESSMAKERS, MILLINERS AND GENERAL DRAPERS.

LADIES' & CHILDREN'S SHOES.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND COINING.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. T. DAVIES, Manager.

PEAK HOTEL

ADJACENT TO THE TRAMWAY TERMINUS, 1,400 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Terms:—From \$5 per day Max. Telegraphic Add: "Peak Hotel".
Town Office: 3, DUNDAS STREET.

Hongkong, February 8, 1908. 31

ORIENTAL HOTEL

No. 2, Queen's Road Central.
Telephone No. 187.

Mrs. M. MATTHEW, Proprietress.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

CUISINE under European Supervision. Grills at short notice. Private Bar and Billiard Rooms. Monthly Rates for 15th and Dinner.

TELEGRAPHIC ADDRESS: "Oriental", Hongkong.

For particulars, apply to
Canton, September 24, 1907. 1840

OLIVER

STANDARD

VISIBLE TYPEWRITER.

Clean, Simple, Quick Durable

HEAVY MANIFOLD.

ROMBAUGH & CO.,

17A, QUEEN'S ROAD CENTRAL.

Sole Agents.

Hongkong, December 12, 1907. 106

BREWER & Co., Limited.

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.

TELEPHONE No. 696.

CHEAP POPULAR NOVELS.

35 Cents Each, 3 for \$1.00.

The Prodigal Son, by Hall Caine.

Oddities Marriage, by Albert Delplu.

Financier's Wife, by Florence Warden.

The Riddle of the Sands, by children.

The Actor Manager, by Leonard Marford.

Eileen, by Lucas Cleve.

The Man behind the Door, by Gunter.

Whose Findest a Wife, by La Quarr.

First it was crushed, by Guy Thorne.

Sylvia's Ambition, by Adeline Sargent.

Heart of the World, by Rider Haggard.

A Russian Coward, by Fred. Whitlaw.

One of the Best, by Seymour Hicks.

The Outcast of the Family, by C. Garvin.

The Fascination of the King, by Guy Boothby.

Follow the Green, by Joseph Hocking.

Moll Flanders, by Daniel Defoe.

Vagabonds, by M. L. Woods.

Light Freights, by Jacobs.

Lightly Lost, by Hawley Smart.

The Mosaic Joy the Unwanted.

Eric Bright-Eye, by Rider Haggard.

Oral Island, by Ballantyne.

Ask for
KUPPER'S PILSENER BEER
AND SEE THAT YOU GET IT.

SOLE AGENTS:
Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants,
15, QUEEN'S ROAD CENTRAL.

Hongkong, May 27, 1908.

WM. POWELL,

LIMITED.

ALEXANDRA
BUILDINGS.Washing.
Fabrics.FOR
SUMMER GOWNS.

Wm. POWELL, Ltd.

Hotels.

MACAO HOTEL.

SPECIAL REDUCED SUMMER
RATES.

Per Day...\$4.00 to \$7.00 according to room selected
Per Week \$25.00 to 40.00 do.
Per Month 90.00 to 140.00 do.
Week ends, Saturday afternoon to Monday morning...\$7.00 to \$10.00.
Two persons occupying one room will be charged a rate and a half only.
Children under 12 Half rates.

SPECIAL TERMS FOR FAMILIES.

Excellent Cooking by A. H. CHONG, for over seventeen years chief cook with the late Mr. J. W. Chabone.
Macao, May 18, 1908.

BELLE VIEW HOTEL.

TELEPHONE No. 268.

THE RURAL RETREAT OF
HONGKONG.

DELIGHTFUL COOL SITUATION.

MEALS A LA CARTE AT ALL HOURS.

GARDENS EVERY SUNDAY.

Commencing at 5 P.M. sharp.

Particulate Verandah overlooking the Bay.

A FEW ROOMS TO LET.

FRID. E. J. BISHOP,
Manager.

Hongkong, July 29, 1908.

VICTORIA CINEMATOPH.

SPECIAL PROGRAMME:

THE ENGEL TROUPE

OF

RUSSIAN DANCERS

The Beautiful Miss CARMEN

'LA TRIANERA.'

The Great Dancer of the Far East.

DON'T MISS THIS OCCASION.

Two Performances Nightly.

7.15 to 9 P.M. and 9.15 to 11.15 P.M.

Tickets can also be obtained at the ROBINSON PIANO CO.

Don't Forget the Address:

DES VOUEX ROAD

(COTTINGHER STREET CORNER).

Hongkong, December 23, 1907.

CARMICHAEL AND

CLARKE,

CONSULTING ENGINEERS AND

SURVEYORS.

Queen's Building, Hongkong.

8-4, CHANCE ALLEY, SINGAPORE.

CABLE ADDRESS:

CARMICHAEL HONGKONG.

CARMICHAEL, SINGAPORE.

Codes Used—Scott's 10th Edition;

A.B.C. 4th and 5th Editions;

Elder's Standard; Watkins; and A.I.

Telephone No. 233.

REFORM IN CHINA

BEING a letter addressed to Rear

Admiral Lord Curzon by H. H. M.P. And an article in reply to

CHINA: 'THE SLEEP AND

AWAKENING'

To be had in pamphlet form at the

'CHINA MAIL' Office, 8, Queen's Road

Central.

Price.....50 Cents

SIR ROBERT HART'S

MEMORANDUM

A Series of Articles on Sir Robert

Hart's Services for the Improve-

ment of China.

Reprinted from the 'China Mail' To be

had in pamphlet form at this Office, 8,

Queen's Road Central.

Price 50 Cents

HAVE YOU HEARD?

THE

AUXETOPHONE?

THE MOST PERFECT

MUSICAL INSTRUMENT

AND MARVEL OF THE 20th

CENTURY.

RECITALS GIVEN DAILY

The Public being cordially

invited.

S. MOUTRIE & Co., Ltd.,

YORK BUILDING,

Chater Road. (A)

Hongkong, April 10, 1907.

A. S. WATSON
& Co., Ltd.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

WATSON'S



VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure

Malt Whiskies distilled in

Scotland

OF

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

PER DOZEN.....\$16.50.

WATSON'S

D. SHERRY

Superior Pale Dry.

Per Dozen.....\$19.50.

Rainier Beer

LIGHT, wholesome, and

invigorating

Undoubtedly the best Beer

brewed in America.

A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY

THE CITY OF PARIS,

2, PEDDER STREET.

PHONE No. 536.

JUST RECEIVED

A New Consignment

OF

PARIS MODES

and GOWNS.

BIRTHS.

LIEBET.—On July 20, 1908, at No. 44

Haskell Road, Shanghai, the wife of O.

L. LIEBET, of a Son.

MAYSON.—On the 26th July at Dun-

edin, Backer-st, Singapore, the wife of

W. J. MAYSON, of a Daughter.

DEATH.

SEVILLE.—On Saturday, July 25, 1908,

at 1.30 a.m., in the C.M.M., Banisterium,

Chefoo, JOHN ELIAS, infant son of the

Rev. Geo. H. and Mrs. Seville, of Wen-

chow, Chekiang.

MEMOIRS FOR MORROW.

Miscellaneous.

Goods per Nanyang not cleared at 4 p.m.

on this date subject to rent.

General Memoranda.

SATURDAY, August 8:—

2.30 p.m.—Auction of Household Furni-

ture, at No. 30, Leighton Hill Road.

MONDAY, August 11:—

Transfer Books of The Hongkong and

Whampoa Dock Co., Ltd., close from

this date to 24th August, inclusive.

Register of Shares of The Hongkong and

Shanghai Banking Corporation close

from this date to 24th August, inclusive.

Goods per Yarra unclaimed after this

date at Noon will be subject to rent

and landing charges.

SATURDAY, August 22:—

Noon.—Meeting of The Hongkong and

Shanghai Banking Corporation, at the

City Hall.

MONDAY, August 24:—

Noon.—Meeting of Hongkong & Wham-

poa Dock Co., Ltd., at Co.'s Office.

NOTICE.

Letters relating to business should be addressed

to THE MANAGER.

Communications relating to news should be

addressed to THE EDITOR.

Correspondents must forward their names

and addresses with any communications ad-

dressed to the Editor, not for publication but

as evidence of good faith.

All letters for publication should be written

on one side of the paper only.

No anonymously signed communications that

have already appeared in other papers will be

inserted.

Orders for extra copies of the 'China Mail'

should be sent before 11 a.m. on the day after

publication. After that hour the supply is

limited. Cash 10 cts, Credit 20 cts, per

copy.

Alterations and additions to Advertisements

on Pages 1, 2, 3, 5, 6 and 7, should be sent to our

Office at 5 Wyndham Street not later than 11

a.m. New Advertisements should be sent to our

Office at 8, Queen's Road Central before

3 p.m.

Advertisements and Subscriptions which are

not ordered for a fixed period will be continued

until countermanded.

Telegraphic Address: Mail, Hongkong.

Telephone No. 22.

The China Mail.

HONGKONG, TUESDAY, AUGUST 4, 1908.

MR HALDANE'S ARMY SCHEMES

It is yet too early to pronounce Mr

Haldane's territorial army scheme a

failure, but the prospects of its ultimate

success are certainly not promising.

A clever man, a man possessed of the

power of making his Cabinet colleagues

by the simple range of his tongue ap-

preciate his point of view, the British

Secretary for War has not succeeded in

influencing the great British public as he

confidently hoped to do. He has also

failed to satisfy his German critics.

Writing on July 2nd the Berlin corres-

pondent of the Standard informed his

journal that Col. Galko, the well-known

German military expert, using the

columns of the Tagblatt, has given ut-

terance to a merciless criticism of Mr

Haldane's Army reforms. The following

are characteristic passages:—

"It certainly does not appear that Mr

Haldane will achieve success with his

Territorial Army. Mr. Haldane will

apparently be unable to form his

projected fourteen Territorial Divisions

for lack of recruits. There can be no

doubt whatever that the new Territorial

Army which is intended to protect

England from invasion will be, apart

from its numerical weakness, a 'citizen

army' of small military value.

Col. Galko proceeds to point out

that Mr. Haldane's Army reforms are

based on the supposition that Great

Britain has unquestioned command of

the sea. It is true, he says, that Great

Britain can theoretically at any moment

oppose a fleet of twenty battleships,

twelve first class cruisers, thirteen

protected cruisers, sixty-two destroyers

and torpedo-boats, and thirty-nine

submarines to the German active fleet,

consisting of sixteen battleships, three

cruisers, six smaller cruisers, and twenty

torpedo-boats, so that England is safe if

her war-ships are in perfect fighting

condition.

"But there appear to be many defects.

The Admiralty does not keep the Fleet

in proper fighting condition, perhaps

from motives of economy. Wealthy

England can always outstrip us in the

speed with which battleships are built,

but there is another question, whether

England can find the necessary number

of men to provide crews for the Fleet.

Germany is in possession of an inex-

haustible source in conscription, but

England will certainly experience great

difficulty in finding men, especially

engineers. Trained hands cannot be

improvised; they must be created by

long and careful work."

The German critic prophesies that

the failure of Mr. Haldane's project of

Army reform will necessitate some form

of conscription, probably not after the

German, but more likely after the Swiss

model, and he anticipates the introduction

of compulsory military service in some

form similar to that of Switzerland

in the comparatively near future.

There will be few Britishers, we imagine,

who will seriously dispute the probable

correctness of Col. Galko's reasoning.

Our own opinion is that some form of

compulsory military service is inevitable

and that the sooner it is put into

operation the better it will be for the

future physical and moral well-being of

a very large section of the male popula-

tion of the British Isles.

"We pause, however, to remark that

as we have persistently maintained, since

the Russian-Japanese war, the Japanese

nation has fallen so deeply into debt and

is so far-ridden that there is grave doubt

whether the Japanese steamship com-

panies, even supported as these are by

the influence and subsidization of the

Japanese imperial government, can very

much longer continue these expensive

steamship services in the transpacific

trade, particularly under existing condi-

tions of extreme competition, low freights

and a general demoralization, since the

Japanese nation is gradually getting

deeper and deeper into debt, a position

which they at last realize and from which

they are now making extraordinary

efforts to extricate themselves. Should

the Japanese nation, therefore, be unable

to continue these expensive steamship

services and should the interstate com-

merce commission and other destructive

influences compel the suspension of our

present American transpacific steamship

lines, upon what can our manufacturers

and merchants depend except casual

salings of independent tramp steam-

ers, so called. The regular British

transpacific steamship services, such

as Alfred Holt & Co. and the Andrew

Weir Steamship lines, already complain

that this new ruling of the interstate

commerce commission will practically

make traffic agreements valueless and

already express indifference as to their

continuation and renewal. This, we

repeat, is a position of the greatest

consequence, and most serious moment

to the commercial interests of the

Pacific coast, and we appeal to the

daily press throughout the Pacific

Northwest, to the chambers of com-

merce and other commercial bodies

concerned, to bankers both on this

coast and in the

TUESDAY, AUGUST 4, 1908.

HOME CRICKET.

BANK HOLIDAY MATCHES.

(Special to the "China Mail.")

London, August 2.

In the Bank Holiday matches Essex, who were playing against Gloucestershire at Bristol, won by eight wickets. Kent ran out winners by nine wickets at Canterbury, against Sussex, while Middlesex who played Somerset at Taunton, beat Somerset by two wickets. At the Oval the match between Surrey and Nottingham was drawn.

County Cricket Championship.

Results to July 23, 1908.

Counties	Played	Won	Lost	Drawn	Points	Per Centage
Yorkshire	17	13	0	4	13	100.00
Kent	18	12	1	5	11	84.61
Surrey	20	11	2	7	9	69.23
Middlesex	9	4	1	4	3	60.00
Sussex	16	6	2	8	4	50.00
Lancashire	17	8	7	2	1	6.66
Worcestershire	12	4	6	2	1	11.11
Nottingham	13	4	6	3	1	11.11
Leicestershire	12	4	6	2	1	11.11
Essex	14	3	6	5	2	23.27
Warwickshire	15	7	4	4	3	37.27
Gloucestershire	14	3	7	4	4	40.90
Northampton	16	8	9	4	6	59.09
Derbyshire	16	2	12	2	10	71.43
Somerset (14)	15	1	12	2	11	84.61

ANOTHER UNIONIST VICTORY.

SHOREDITCH ELECTION.

(Exclusive Service, supplied by Reuters, via Bombay.)

London, August 1.

The Radical stronghold of Shoreditch, Haggerston, has been captured by the Unionists, a parliamentary vacancy having occurred through the death of Mr. William Randal Cremer, the well-known Peace advocate, who was returned at the general election in 1906, having sat for the same division from 1885 to 1895 and from 1900 to 1905.

Mr. Guinness was elected, obtaining 2867 votes, against Warren, (Liberal) 1724, and Burrows, (Socialist) 986.

TURKISH GOVERNMENT DIFFICULTIES.

BANK ADVANCING FUNDS.

(Exclusive Service, supplied by Reuters, via Bombay.)

London, August 1.

The Ottoman Bank is advancing funds to the Turkish Government to tide them over their difficulties, pending a loan, which, according to the constitution, will have to be ratified by Parliament.

PRESIDENT FALLIERES ON HIS TRAVELS.

(Exclusive Service, supplied by Reuters, via Bombay.)

London, August 1.

President Fallieres has left Constantinople.

TURKEY.

London, August 2.

Driving to the Selamlık yesterday (Friday) the Sultan stood in his carriage the whole way, acknowledging the cheers of the people and troops. His Majesty afterwards received the whole diplomatic body in audience, at which he said he hoped for the support of the powers, and assured them of his firm resolve to respect the Constitution. A strong anti-Sultan feeling existed at Adrianople, the headquarters of the Second Army Corps where loyal placards have been torn down. A meeting in the public gardens protested against the cheering of the Sultan.

Messages have been sent to Constantinople declaring that the army will not tolerate any trifling with the Constitution.

LATE TELEGRAMS.

[FROM THE "N. O. DAILY NEWS"]

KOREA.

Tokyo, July 25.

The native editor of "The Korea Daily News" has been committed for trial for alleged embezzlement of subscriptions for the redemption of Korea's indebtedness to Japan.

The floods throughout Korea are now subsiding. The damage done, however, has been immense.

A POACHING AFFRAY.

Tokyo, July 26.

The Miya Maru, which is alleged to be a poaching vessel, with a crew of thirty, was on her way to Vladivostok from Kamohaka, came into collision with some Russian guard ship. There was casualties on both sides. The Japanese were

taken prisoners and were sentenced to death by court-martial.

Tokyo, July 30.

The six members of the crew of the alleged poaching vessel, Miya Maru, who have been sentenced to death by a Russian Court-martial, are appealing.

The Japanese arrested the Miya Maru outside Russian territorial waters.

FINANCIAL OPTIMISM.

Tokyo, July 30.

Shares and securities are buoyant at Tokyo to-day in consequence of the announcement of the Ministerial decision to revert to drawing lots for the redemption of Exchange Bonds instead of redeeming them in the open market at a discount, a practice which has proved unpopular.

THE UNITED STATES.

WASHINGTON, July 30.

Mr. Samuel Compers, President of the American Federation of Labour, denies that he has pledged the Labour Party to support Mr. W. J. Bryan.

The Kentucky Night Riders are active again.

[FROM THE "SHANGHAI MERCURY"]

THE FAKUMEN RAILWAY.

London, July 29.

The departure of Count Komura, late Japanese Ambassador to London, to assume charge of the Ministry of Foreign Affairs at Tokyo, has been made the occasion of numerous newspaper references to the Fakumen Railway question, mostly of the character of friendly exhortation.

The "Economist" insists that the Japanese support autonomy and restriction to an intolerable extent, especially if the owners of the railway instead of an impartial tribunal were allowed to decide whether new lines are to be constructed or not.

The "Economist" adds that it would be sorry to regard Japan as a deliberate obstructor of commercial progress and says she ought to cultivate the good opinion of Europe. As the exponent of both Western and Eastern civilization it is incumbent on Japan to make the first overtures for compromise.

The "Standard" says it may be that the selection of Mr. Togo (Juyin) as Minister to Peking is indicative that Japan recognises the untenable position she has assumed with regard to Fakumen, which is causing grave misgiving in China and many European countries.

The "Financial Times" regards it as surprising that Japan, with her new and great responsibilities as a world power, should not more studiously observe her treaty obligations, and as still more surprising that she should act contrary to the interests of her allies and in a manner calculated to cause strong ill-feeling among merchants and other interested in the Far East.

NOTES FROM PEKING.

Yang Shi Shang, Viceroy of Chihli, in the interests of commerce and industry, is sending a commission to Europe and America to pay visits to all the big centres of industry.

Po Fen, Governor of Shanhsi, informs the Throne that the Dahi Lama, who has deluded greatly on the way, will leave for Peking next month.

The Chinese merchants of Penang are still resolved upon quietly carrying out the boycott on Japanese goods. They have amended their regulations increasing the fines to \$200, \$500 and \$1000 on all who break the boycott.

SCARCITY OF CANTON MINTED DOLLARS.

Probably most people in Hongkong, through whose hands much silver passes, have noticed that comparatively few Canton dollars are in the market. What appears to be observable in Hongkong is even more apparent in Canton and the neighbouring districts. The merchants are complaining that though the mint has been turning out dollars in greater or less quantities for some years, there are not enough in circulation.

It now appears that, what were at first only vague suspicions, have become substantial enough to warrant the officials looking into the question. Some interesting developments naturally resulted. It has been suspected for some time that a certain Mr. Leung had formed a company, with a certain amount of capital to buy up all silver dollars they can get hold of for export. The destination of those coins when exported is vaguely uncertain but it is supposed that the company acts in collusion with some of the Lankin stations, and so can get the coins through the Customs without too strict examination.

Now, however, the Viceroy has given orders that a commission should look into the question, with a view to ascertaining whether what is at present only suspicion is correct, or not. The uninitiated wonders what can be done with these silver dollars, unless they are exported to places outside China, where there are Chinese doing business, who like to use their own coins. It surely cannot pay any party to export dollars in order to melt them down, inasmuch as the coins from the Canton Mint are not supposed to be made of silver so pure as to warrant any excess attending the operation. At any rate there appears to be something of the kind going on and now that the officials are on the track there is every likelihood that facts will be brought to light which will cause some stir among those who have been daring enough to allow such smuggling to be carried on.

The Chancellor of the Exchequer has placed \$8,000 a year at the disposal of the Irish Agricultural Department for the tobacco industry in Ireland.

A MESSAGE FROM AUSTRALIA.

MRS. B. S. Williamson & Co., Juniors, Queensland, writes: "Chamberlain's Colic, Cholera and Diarrhoea Remedy, enjoys a great reputation in these parts. It has effected some really remarkable cures, and there is scarcely a home without a bottle." For sale by all chemists and storekeepers.

The New Zealand Secretary for Labour says that while the Arbitration Act has done much, there is a vague disappointment over it. It is felt by many, he says, that it should have done more to give the worker greater industrial security and profit.

SHOULD BE KEPT IN EVERY HOUSEHOLD.

As a result of saving my child I regard Chamberlain's Colic, Cholera and Diarrhoea Remedy as a medicine which should be in every household. JOHN ADAMS, Merchant, Gold River, Nova Scotia. For sale by all chemists and storekeepers.

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MORTALITY STATISTICS.

The Mortality Statistics for the week ending July 18 are as follows:—British and Foreign Community 19.8 per 1,000 as compared with 24.8 per 1,000 for the corresponding week of last year. Chinese Community 31.4 per 1,000 as against 24.0 per 1,000.

PLAQUE.

A book relative to the etiology and epidemiology of Plague was laid before the members of the Sanitary Board, at the meeting this afternoon.

Mr. Lau Chu Pak mentioned:—"I suggest that such a useful book should be translated into Chinese and given to the lecturers of the Tung Wah Branch Hospitals for their guidance in preaching."

Mr. A. Shelton Hooper also mentioned:—"This book will be very useful."

PROPOSED MARKET AT ABERDEEN.

At the meeting of the Sanitary Board this afternoon, correspondence was read with regard to the proposed market at Aberdeen.

The Hon. Colonial Secretary mentioned when the proposal was first thought of last year—Shaukiwan market revenue last year was \$888. It has increased a little this year. The population of Shaukiwan is 5,000—of Aberdeen under 1,700. Apichan has 1400 inhabitants but you could not insist on their crossing the water to buy pork. Taikeul has 3,000 inhabitants and the market there only brings in \$413 a year.

Hon. Mr. Chatham wrote—I beg to report that the Medical Officer of Health has suggested to me that a public market should be constructed at Aberdeen. He thinks that it would be a great advantage to the inhabitants to have such a place, if the site chosen were easy of access to the bulk of the population.

I concur in his opinion, but, before taking any steps in the matter, I have to enquire whether the suggestion meets with the approval of the Government.

The market need only be of a very inexpensive nature and the cost might perhaps be defrayed out of "Miscellaneous Works" for 1908.

The Hon. Medical Officer of Health wrote—Would there be any difficulty in finding a site for a market at Aberdeen, connecting it and covering in with a mat roof?

I think it would be a great advantage to the inhabitants to have such a place. It would have to be on a site of easy access, to the whole of the population.

Hon. D. P. W. wrote in reply—I see no difficulty in allotting a site. It is a question of funds. I propose to reclaim a site on the foreshore, about due south of the west end of the Police Station. Before proceeding to work out a scheme I will submit the proposal for approval.

Further correspondence took place and it was decided to let the matter rest until the middle of this year.

Mr. A. Shelton Hooper mentioned—I think the market should be erected.

Mr. Lau Chu Pak—I agree with Mr. Hooper.

A DESERVING APPEAL.

Among the sufferers by the last typhoon in Hongkong, the "Blind Home" in Kowloon, deserves especially to be brought before the public, as the inmates of this institution were made homeless through the fury of the hurricane. For the two sisters and the 70 blind children under their care it must have been a terrible night for the storm took off their roof, and they had to find protection from the merciless elements in the lower rooms of the house, every moment expecting to be buried in the debris. At daybreak a long procession headed by the two Sisters marched to the Victoria Orphanage, where they were kindly allowed to stay till some temporary lodgings for the homeless children could be found.

A house has now been rented in Hongkong and the children expect to move into their new home this week. The Sisters are at a loss to know what to do with their old house. It is situated at a cool and breezy point, but seems to be too much exposed to typhoons, and the foundation does not appear to be very safe. They intend to consult an expert about the house and will decide accordingly. But whatever the decision may be, this last typhoon has rushed the Sisters into quite unexpected expenses, as the repairs will involve several thousands of dollars, and the temporary shelter they have found costs \$150 a month. We beg these dry facts before the public trusting they will appeal to the hearts of sympathisers in an institution whose splendid services needs only to be mentioned to call forth ready support.

"Verily I say unto you, inasmuch as ye have done it unto one of the least of these my brethren, ye have done it unto Me." Donations for the "Blind Home" sent to the Rev. I. Genaher, 22, Bonham Road, will be duly acknowledged.

The New Zealand Secretary for Labour says that while the Arbitration Act has done much, there is a vague disappointment over it. It is felt by many, he says, that it should have done more to give the worker greater industrial security and profit.

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A PRIVY COUNCIL APPEAL.

The appeal case of J. Ullmann and Co. v. Lecha and another occupied four days before the Judicial Committee of the Privy Council. The Judges present were Lord Robertson, Lord Atkinson, Lord Collins and Sir Arthur Wilson. Mr. Younge, K.C., Mr. R. H. Sharp, K.C. of the Hongkong Bar, and Mr. A. C. Nesbitt were counsel for the appellants; Mr. P. Ogden Lawrence, K.C., and Mr. D. M. Kerly for the respondents. Lord Robertson said their Lordships would take time to consider their judgment, which resulted, as announced several days ago, in the decision of the Chief Justice, Sir Francis Piggott, in the appeal heard at Hongkong, being upset.

COLLISION IN THE HARBOUR.

An inquiry was held at the Marine Court, to-day, before Lieut. C. Beckwith, R. N. into the circumstances respecting the collision between the Lee Chow and a cargo boat.

Lieut. Beckwith found that after going carefully into the various evidence, that the collision between the steam launch Lee Chow coming from the westward through the Southern Fairway, and the cargo boat towed by the steam launch Shun On, was caused by the neglect of the master of the Lee Chow, Tung Fuk Yue, in that he did not at once go astern, when, off the China Merchants Wharf and sighting the Shun On with her heavy tow, but did continue his course until within 35 feet of the tow before going astern, he having 6 knots weight on. He therefore suspended his certificate for one month.

CLAIM FOR MONEY LENT.

Li Po Yung and Li Po Nan were sued at the Supreme Court, this morning, before the Chief Justice Sir Francis Piggott, by the Hip On Insurance, Exchange and Loan Co., and the Hongkong and Manila Yuan Sheng Exchange and Trading Co., Ltd., for \$40,052.62 being money lent.

The Hon. Mr. H. E. Pollock, K.C., assisted by Mr. McNellie of Shanghai, instructed by Mr. F. B. L. Bowley, of Messrs Denry and Bowley, appeared for the plaintiffs, and Mr. H. Slade, instructed by Mr. G. K. Hall Brutton of Messrs Brutton and Hott and Mr. Beavis represented the defendants and the Hon. Sir Henry Berkeley, K.C., instructed by Mr. R. D. Atkinson, of Messrs Deacon, Looker and Deacon, appeared for Li Po Kan on a counter claim.

The statement of claim set out that defendants as mortgagors in consideration of certain parties named Yu Yuk Chi and Li Po Kwei, as mortgagors, assisting Li Tsung Pak, brother of Li Po Yung, in the settlement of his affairs and in payment of his debts, agreed that they would on January 20, 1905, repay to the mortgagors all sums of money not exceeding \$160,000 as should then have been expended by the mortgagors. Li Po Kan assigned as security certain lands. Plaintiffs paid \$160,000 in respect of the debts of Li Tsung Pak, and by consent the mortgages transferred to the plaintiffs all their rights under the indenture. The sum of \$160,000 had not been repaid but there had been paid \$4313.50 as interest thereon. In October, 1906, they sold the property for \$180,000 but had to pay the Hongkong and Shanghai Bank \$60,062.32 for principal and interest and \$60,000 for costs on their mortgage.

Li Po Kan denied that the transfer to the plaintiffs was made with his consent. In November, 1905, he commenced an action against the plaintiffs, which was withdrawn upon their agreeing not to hold him liable in respect of the mortgage. Li Po Yung declared that the mortgage and the transfer were in a price less than the value of the real estate. He counter claimed that the sale was not a real one but only a pretended transaction at a gross undervalue, whereby the plaintiffs had acquired the property at a price less than two thirds of the real value. He claimed that the plaintiffs pay him \$190,000 received under the mortgage.

Plaintiffs in reply maintained that the sale was a good one.

The case was adjourned.

SPORTING.

Water Polo.

The V.R.C. play the Corinthian Yacht Club to-morrow afternoon at 6 p.m. and no doubt the winner of this match will in all probability capture the shield this season.

The following are the teams:—V.R.C.—L. E. Lamont, A. H. Carroll, A. E. Alves, A. V. Barros, H. C. Sayer, J. M. Rosa Pereira and P. M. Remedios. C.Y.C.—R. C. Witwell, E. Humphreys, O. Humphreys, C. J. Cooke, G. Witwell, O. R. Chunyet and J. Forbes.

LEAGUE TABLE.

V.R.C.	4	4	0	8
C.Y.C.	4	2	0	8
R.H.R.C.	4	2	1	5
R.S.	4	2	2	4
87th Co. R.G.A.	4	1	2	14
88th Co. R.G.A.	4	0	4	0
88th Co. R.G.A.	4	0	4	0

(2 points for a win, 1 point for Draw.)

The Shanghai team's polo ponies travel down to Hongkong by the I.C.S. Hang-sung.

AS A LAST RESORT.

BEFORE going to the expense of calling a doctor for a case of diarrhoea or dysentery, procure a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. There is not another medicine in the world that has saved so many lives as this remedy. For sale by all chemists and storekeepers.

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CORONATION DAY.

"The Peacemaker of the World."

In Honor

KOWLOON HOTEL.

of the 6th Anniversary

of the

Coronation of H. M. King Edward the VII.

A Coronation Dinner will be served at 8 p.m.

The 16th M.L.I. Band will play at 9.30 p.m. sharp.

The 13th Rajputs Band during and after Dinner.

Hongkong, August 4, 1908.

THE CALAMITIES OF SOUTH CHINA.

That the current year has been strangely and sadly fatal for Hongkong and Canton no observers of current events will be found to deny. Plague, floods and famine have visited South China and now the provincial capital of Kwang Tung is the scene of a storm which for destructive violence is without parallel in its latter-day annals. Whilst we write the heart of the great rice delta—the most productive section for this cereal of all the ricefields of Kwang Tung—lies devastated by a flood. Fruitful fields have become barren. Sand silt from the retreating flood covers once arable land and villages not long since the abodes of a thrifty, industrious, law-abiding population are lying in ruins. Dykes and embankments, whilst in many places restored, in whole or in part, in others remain with huge fissures, affording striking and melancholy evidence of the destructive strength of rushing water. Over an extended countryside in no fewer than six districts the population must needs remain for a time objects of charity, until the day returns when they can once more resume life in villages restored by public benevolence and take up labour again in fields recovered to them by the kindly aid of the compassionate. The province of which Canton is the capital has seldom been reduced to extremity more dire than at the present moment. Probably not since the Tai Ping rebellion have her people been in worse case than now.

There are aspects of the situation not less serious than the poverty and distress occasioned by the failure of crops, and the deprivation of the means of subsistence which are also the outcome of these calamitous inundations. In the current number of the "Yellow Dragon," the magazine of Queen's College, is an illustration timely and typical of the disturbed conditions which in China appear to be ever inseparable from the stress and strain of finding means to live. Within a short distance of one of the chief district cities, a pupil of the College who had returned to his village to spend the holidays with parents and kindred, was seized by robbers, who raided the house at dead of night and held the eldest son for ransom. In the midst of Chinese civilization, within easy distance of a great commercial centre, he remained for about a month in lawless hands, guarded beyond the possibility of escape from the house which formed his prison, and except for short periods each day bound and shackled. The story as told in the school periodical arrests at once, chiefly because the lad is associated with Hongkong. His experience is, however, we are assured, all too common and there is no disguising or denying the fact that many parts of Kwang Tung within a comparatively short radius of the Provincial City are the haunts of abandoned and vicious gangs who render the country dangerous to innocent travellers or peaceful dwellers.

Considerations such as these here alluded to are awakening the intellects of native philosophers and moralists to the evils of the times. We notice in the native press a sagacious and persistent endeavour to point the moral of the present calamities and to endeavour to discover some means of amelioration. To bring home responsibility to the Government is rightly regarded as the first desideratum. It is assumed that the resources of Western science are adequate to furnish provision against the periodically recurring floods; that under efficient direction and control there can be built along the course of the principal rivers dykes and embankments capable of resisting the force of accumulated waters in times of flood; thus going far to secure for the farmers if not a certain measure of prosperity, at least immunity from overwhelming disaster.

It is further urged, and with reason, that governments justify their existence only to the extent by which they render life and property safe and secure to law-abiding folk the benefits of peace and good order. The times demand new methods of administration in China and new guarantees of public safety and order. In insisting that these shall be forthcoming the native press is showing itself to be a power making for advance on sound and safe lines.

A WELL KNOWN REMEDY.

There are few people in this country who have not used, or at least heard of, Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is the first thing they think of when they or any member of the family are stricken with diarrhoea, pain in the stomach or cramp colic. It has probably saved the lives of more people than any other medicine in use, and once it has been used in a home and its valuable properties become known, they may upon it as confidently as on their family physician.

For sale by all chemists and storekeepers.

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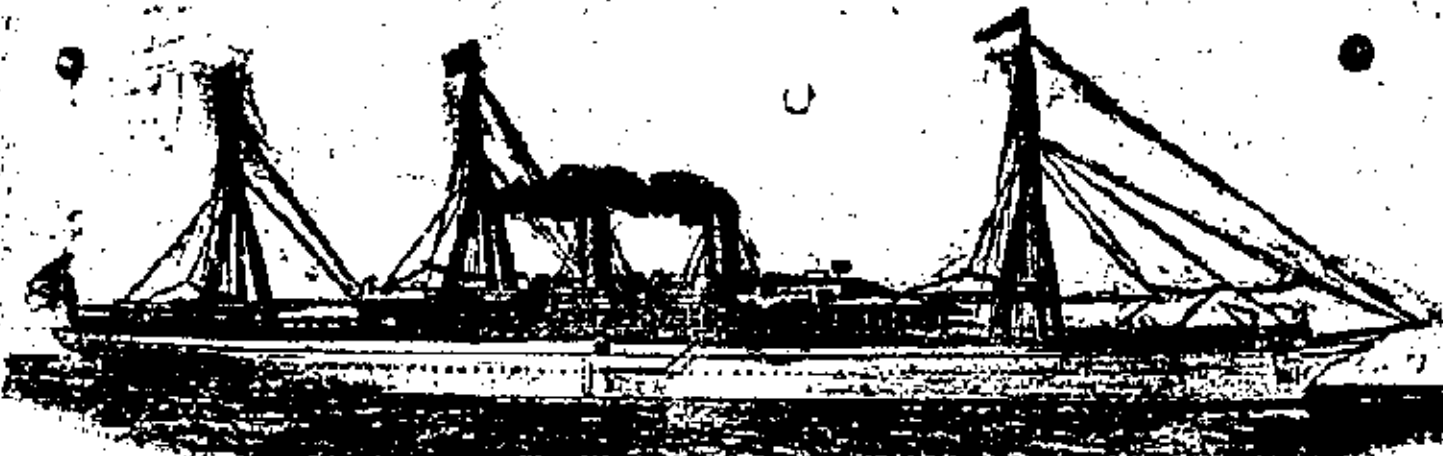
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	DELHI	About 6th	Freight and Passengers.
LONDON, via Usual Ports	MARMORA	Aug. 8th	See special Advertisement.
LONDON & ANTWERP	NUBIA	About 12th	Freight and Passengers.
SHANGHAI, MOI, KOBE (PALMA)	NUBIA	About 14th	Freight only.

P. & O. S. N. Co.'s Office. F. J. ABBOTT, Acting Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



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The only line that maintains a Regular Schedule Service of 12 Days across the Pacific to the "EMERALD LINE" Sailing 5 to 10 Days OCEAN TRAVEL. 12 DAYS YOKOHAMA TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER.
* GLENFARG	3700 Tons	SATURDAY, Aug. 8	Sept. 6
* EMPRESS OF INDIA	6000 Tons	SATURDAY, Aug. 15	Sept. 13
* EMPRESS OF JAPAN	6000 Tons	SATURDAY, Sept. 5	Sept. 23
* LENOX	3700 Tons	FRIDAY, Sept. 11	Oct. 10
* EMPRESS OF CHINA	6000 Tons	SATURDAY, Sept. 19	Oct. 17
* MONTAGUE	6183 Tons	SATURDAY, Oct. 3	Oct. 27
* EMPRESS OF INDIA	6000 Tons	SATURDAY, Oct. 17	Nov. 7

* S.S. LENOX and GLENFARG are freighters only and do not carry Passengers. * EMPRESS Steamers will depart from Hongkong at 4 P.M. S.S. Montague, Lennox and Glenfarg at 12 Noon.

THE quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial "EMERALD" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10. Intermediate on Steamers: " " " " \$40. " " \$48.

First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. MONTAGUE Carries INTERMEDIATE Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and ARROUND THE WORLD.

SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, etc.

Co. 100 PEDDER STREET and FRANK, Opposite Blake Pier.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA. PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
* SHOSHU MARU, Capt. Inoue	ANPING, via SWATOW AND AMOY.	WEDNESDAY, 6th Aug., at 2 p.m.
* JOSHIN MARU, Capt. H. S. SAKURA	TAMSU, via SWATOW AND AMOY.	SUNDAY, 8th Aug., at 9 a.m.
* DAIJIN MARU, Capt. I. SAKURA	TAMSU, via SWATOW AND AMOY.	SUNDAY, 16th Aug., at 9 a.m.

* These New Steamers have excellent Accommodation, of First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Cabins Ample ships. Cruised Table.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's-Building.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Company's Newly-Built Passenger Steamer "YAMATO" (Tons 9000 Gross Reg., Captain F. L. SOMMER), will be despatched as above on WEDNESDAY, 12th August, at Daylight.

Every known comfort provided on Board for Travellers. First-class State-rooms and ships, comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and Around-the-World. For further particulars, apply to NIPPON YUSEN KAISHA.

Hongkong, July 14, 1908. 1002

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG.	SCHARNHORST, Capt. L. Meiss.	WEDNESDAY, 12th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.	DERFFLINGER, Capt. G. Meiss.	WEDNESDAY, 12th Aug.
MANILA, NEW GUINEA, SAMARANG, BRISBANE, SYDNEY AND MELBOURNE.	PRINCE-SIGISMUND, Capt. D. Loeb.	THURSDAY, 13th Aug., at 5 p.m.
KUALA LUMPUR AND SANDAKAN.	BORNEO, Capt. F. Sombl.	Departing at Night.

For further Particulars, apply to

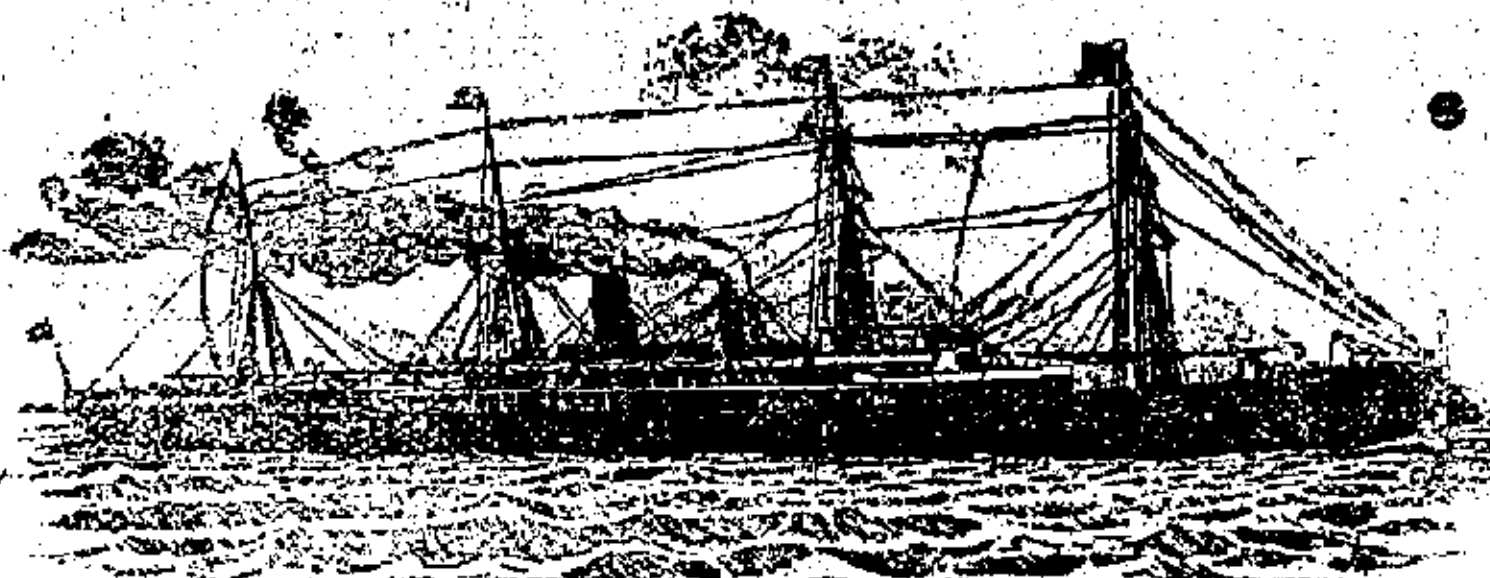
Norddeutscher Lloyd, MELBOURNE & CO., General Agents, Hongkong & China.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, on OAHU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1908.
* MONGOLIA	27,000 Tons. SATURDAY, 8th Aug., at Noon.
* TENYO MARU	21,000 " TUESDAY, 18th Aug., at Noon.
* KOREA	18,000 " SATURDAY, 29th Aug., at Daylight.
* AMERICA MARU	11,000 " FRIDAY, 1st Sept., at Noon.
* SIBERIA	18,000 " SATURDAY, 14th Sept., at Noon.
* CHINA	10,200 " SATURDAY, 28th Sept., at Noon.
* MANOHURI	27,000 " SATURDAY, 3rd Oct., at Noon.
* HONGKONG MARU	11,000 " FRIDAY, 9th Oct., at Noon.
* ASIA	9,500 " SATURDAY, 17th Oct., at Noon.

* Twin Screws. * Triple Screw Steamer.

Yokohama to San Francisco, via KOREA, 18,000 tons. September 16-27th 1908; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 16th-30th, 1908; 4 days, 10 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu on route, August 18th-31st, 1908, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons. Oct. 13th to 23rd, 1908 10 days, 10 hours and 39 minutes.

THE P. M. Steamship MONGOLIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, the 8th August, 1908, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, King's Buildings, S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

FOR KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO on route to PORTLAND.

ORIGINALLY IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON, 1908.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGHAI, PAKHOI & HAIPHONG	CHIEHAI	August 4, Daylight.
WEI-HAIWEI, CHEFOO & TIENSIN, FUJINGHOU		Aug. 6, at 4 p.m.
AMOY, CHEFOO & NEWCHOWANG	KWEIFANG	August 8, at 4 p.m.
MANILA	TEAN	August 11, at 4 p.m.
MANILA	TAINING	August 18, at 4 p.m.

MANILA STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried.

Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

R.B. REDUOD SALOON FARE, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

Taking Cargo on through Bills of Lading to all Overland

Common Points in the United States of America and

Canada, and also for the principal ports in Mexico,

and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing date, 1908.
* KUMERIC	6225	Quincy	19th August.

* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

CARGO EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDING.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* SHANGHAI	YATSHING	WEDNESDAY, Aug. 6, at Noon.
* TIENSIN	CHONGSHING	WEDNESDAY, Aug. 6, at Noon.
* SHANGHAI	HANGSANG	WEDNESDAY, Aug. 6, at Noon.
* MANILA	YUENSANG	FRIDAY, Aug. 7, at 4 p.m.
* SHANGHAI, YOKOHAMA, KOBE & MOI	POOKSANG	FRIDAY, Aug. 14, at Noon.
* MANILA	LOONGSANG	FRIDAY, Aug. 14, at 4 p.m.

RETURN TOURS TO JAPAN, OCCUPYING 24 DAYS.

THE steamers Kufung, Namang and Fookang leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Koh.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

* Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

+ Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to Telephone No. 61.

JARDINE, MATHESON & Co., Ltd., General Managers.

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY. HEAD OFFICE PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, SINGAPORE, HONGKONG, OHINWANTAO, (PEKING, TIENSIN), KOBE, YOKOHAMA, CASCA to Hongkong in 30 days. Return to Hongkong in 29 days.

Unique opportunity to make a Tour in North-China and Japan with great speed, safety and comfort.

TRANS-PACIFIC: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO, Connecting with Canadian Pacific Railway.

Freight to Overland. Passengers to Overland and Europe via VANCOUVER.

YOKOHAMA-VANCOUVER 15 days. YOKOHAMA-LONDON & PARIS 26 days.

HOMeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE via Magellan Straits LIVERPOOL.

PROPOSED SAILINGS: CEYLON, 28th November.

OUSSANT, 27th Aug. MALTE, 13th Oct. CORSE, 11th January.

* No Passengers. * Intermediate Class and Rates of Passage.

New Twin Screw, 16,000 Tons displacement, 1st Class accommodation, splendidly equipped with single berth cabins. All Round the World Ticket by these boats.

For further particulars, apply to F. NALIN, Acting Agent, FRENCH MAIL OFFICE.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

HEAD OFFICE: LUDGATE CIRCUIS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East: 16, DE WATTS ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

Hongkong, April 4, 1908. 25

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

28,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain C. F. ACHTER, FRIDAY, 9th October, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of connecting cabin passengers return tickets are interchangeable with regular mail fares between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship HAITAN, Captain J. S. ROACH, will be despatched for the above Ports on FRIDAY, the 7th inst., at 2 p.m.

A Reduction of 50% on First-Class Rates to Fochow will be made during the months of July, August and September.

For Freight or Passage, apply to DOUGLAS, LAUREN & CO., General Managers.

Hongkong, August 3, 1908. 1693

'SHIRE' LINE OF STEAMERS, LIMITED.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship FLINTSHIRE will be despatched for the above ports on or about TUESDAY, the 26th August, 1908.

For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, July 18, 1908. 1023

PROMOTING THE GOSPEL IN JAPAN AND TIBET.

By Prof. E. H. PARKER.

On sale at the 'CHINA MAIL' Office, 8, Queen's Road Central.

Price 5s. 6d. 50 Cents.

THE 'REVENUE OF CHINA' A SERIES OF ARTICLES.

Edited by Prof. E. H. PARKER.

With 15 Illustrations.

To be had of the 'CHINA MAIL' Office, 8, Queen's Road Central.

Price 2s. 6d.

PRINTING.

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Artistic Printing

AND

Book Binding

Done with Neatness and

Despatch

At Moderate Prices.

Programmes

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Business Circulars

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Books of all kinds.

Under European Supervision

China Mail Office

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HONGKONG.

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The Life of Crabs.

A one-time order, like one blow of a hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement like the continuous pounding on the head of the nail, that drives the agent's message home and clinches it.

The BEST Mediums for

Advertising are

"CHINA MAIL,"

"OVERLAND

CHINA MAIL,"

Sent by All Classes of the Company

Published now Half-Yearly

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR Marseilles & London.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.		THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.	
Steamers	Leaves	Connecting Steamers	Due at
to	Hongkong	from Colombo to	Plymouth
Colombo	Marseilles & London	(Days after)	(Days after)
MARMOBA.....10500	Aug. 8	HIMALAYA.....7000	Sept. 13
DELTA.....8000	Aug. 22	MACEDONIA.....10500	Sept. 27
DELTA.....8000	Sept. 5	MONGOLIA.....10500	Oct. 11
DELTA.....8000	Sept. 19	INDIA.....8000	Oct. 25
DELTA.....8000	Oct. 3	VICTORIA.....7000	Nov. 7
DELTA.....8000	Oct. 17	BRITANNIA.....7000	Nov. 21
DELTA.....8000	Oct. 31	MONTANA.....10500	Dec. 5
DELTA.....8000	Nov. 14	ORINA.....8000	Dec. 19
DELTA.....8000	Nov. 28	MIDLANDIA.....10000	Dec. 23
DELTA.....8000	Dec. 12	MONGOLIA.....10000	Jan. 6
DELTA.....8000	Dec. 26	MONGOLIA.....10000	Jan. 20

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Yona Bay. Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON, CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leaves	Due at
Hongkong	LONDON	LONDON
SYRIA.....6000	Aug. 12	Sept. 27
SYRIA.....6000	Aug. 26	Oct. 11
SYRIA.....6000	Sept. 9	Oct. 25
SYRIA.....6000	Sept. 23	Nov. 7
SYRIA.....6000	Oct. 7	Nov. 21
SYRIA.....6000	Oct. 21	Dec. 5
SYRIA.....6000	Oct. 31	Dec. 19
SYRIA.....6000	Nov. 14	Dec. 23
SYRIA.....6000	Nov. 28	Jan. 6
SYRIA.....6000	Dec. 12	Jan. 20
SYRIA.....6000	Dec. 26	Feb. 3

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles. * Carry 1st and 2nd Saloon Passengers. † Carry only First Saloon Passengers. For further particulars, apply to

F. J. ABBOTT, Acting Superintendent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For	STEAMERS	CAPTAIN	To SAIL
SHANGHAI, KOBE AND YOKOHAMA.....	AUSTRALIAN	VERNON	Aug. 17, p.m.
MARSEILLES, Via PORTS.....	ARMAND BEHIC, GUINER		Aug. 18, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA.....	ERNEST-SIMONS, GIRARD		Aug. 31, p.m.
MARSEILLES, Via PORTS.....	YARRA	SEILER	Sept. 1, at 1 p.m.

TRANS SHIPPING on the Co.'s Steamers at Singapore for BATAVIA, at Colombo for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA. Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles. For further particulars, apply to

P. NALIN, Acting Agent, QUEEN'S BUILDING.

Hongkong, April 9, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Steerage. Electric Light. Porters and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Dates
ZAYRO.....	2540	R. Rodger	Manila	Saturday, Aug. 8, at Noon.
RUBI.....	2540	R. W. Almond	Manila	Aug. 16, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

Steamers	To SAIL
MONTROSE.....	11th August, 1908.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, July 14, 1908.

Notices to Consignees.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ REGENT LUITPOLD having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th of August, will be subject to rent.

All Broken, Chipped, and Damaged Goods are to be left in the Godowns, where they will be examined on the 4th of August, at 9.30 a.m.

All claims must reach us before the 8th of August, 1908, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This steamer brings cargo as follows: Feldmarschall, and Damaged Goods at Aden.

NORDDEUTSCHER LLOYD, MELORECH & CO., Agents.

Hongkong, July 28, 1908. 1059

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP SUVERIC.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MANILA AND Cebu.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take delivery of their Goods from the Godowns.

Cargo impeding the discharge of the Vessel will be held and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, July 28, 1908. 1064

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER NYANZA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND SHANGHAI.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 5th August, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, July 30, 1908. 1068

NOTICE TO CONSIGNEES.

STEAMER YARRA.

COMPAGNIE DES MESSEGERIES MARITIMES.

CONSIGNEES of Cargo from London or any other port, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be landed here unless instructions are given to the contrary before Noon. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned. Goods remaining undelivered after MONDAY, the 10th August, at 4 p.m. will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 10th August, at 4 p.m. No Fire Insurance has been effected.

P. NALIN, Acting Agent.

Hongkong, August 3, 1908. 1081

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail.

THE CHINESE MAIL.

THE CHINESE MAIL.

THE CHINESE MAIL.

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THE CHINESE MAIL.

PROPOSED "FASTING DUEL."

Paris, June 24.

Unless one has a passport, some police papers, or, perhaps, list of all a couple of photographs in one of the pigeon-holes at the Prefecture of Police, it is no simple affair to establish one's identity. A birth certificate, a page from a family Bible, or a budget of correspondence is not always enough. I may cite the case of Sueti-to-day: it would have been easy to have said the case of Sueti, but history proves that only one of them exists, therefore, instead of two Suetis, we have only one Sueti and a pseudo-Sueti. The trouble is to discover which is the real and which is the pseudo-Sueti. It was announced a month ago that the real Sueti, the greatest of all professional fasters, had been compelled to engage himself as nurse at the asylum at Nanterre in order to earn a living. The announcement was scarcely made before it was refuted by a statement coming from Turin. A man, calling himself Sueti, stated that he was the only one to have a right to the name, having established a fasting record in 1886, and having been the hero of the "day" for many days in Paris during that year. The Turin Sueti also pleaded that the fact that he was still carrying on the profession of faster was proof enough that he was the real possessor of that name, the other Sueti having been compelled to abandon his profession on account of his inferiority.

The other Sueti, the one at the asylum at Nanterre, denies, however, that he has any superior in his cherished calling. He asserts that the Sueti of Turin, who was of 1886 as evidence, if not proof, of his identity. The only proof, he says—and he is quite willing to give it—would be a fasting duel, fought between the two claimants to the name. He offers to compete with the Sueti of Turin for a fast of thirty days, or, if preferable, for an attack on the record of 1886, which is a fast of 61 days. He stipulates that they shall be placed in cells side by side, with every precaution taken to make cheating impossible. Here is one way of proving one's identity, but as there is only one Sueti in the world and one pseudo-Sueti, it is doubtful whether many French people will resort to this means of settling the matter when they wish to cash a money order at the post office. "Standard."

Shipping.

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MARMORA, Captain G.H.O. WATSON, R.N., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, &c., on SATURDAY, the 8th August, 1908, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Himalaya, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is superior before departure from Hongkong. Silk and Valuables, all Cargo for Europe and Asia for London (under arrangement) will be received at the office of the mail steamer proceeding to Marseilles and London, where cargo for London, &c., will be conveyed from Hongkong by the R.M.S. Marmora, due in London on the 20th September, 1908.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

F. J. ABBOTT, Acting Superintendent.

Hongkong, July 25, 1908. 1049

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and GUERLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EASTERN, Captain MCINTYRE, will be despatched as above on THURSDAY, the 20th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

A.B.S.—To ensure the additional comfort of Passengers the steamer has electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, July 30, 1908. 1069

AUSTRIAN & NAVY COMPANY.

STEAM FOR FIUME AND TRIESTE Direct Sailing at SINGAPORE, PENANG, DALOUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo & through rates to the SHARUA, to PAKISTAN, RAN, SAA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

(Taking Cargo & through rates to the SHARUA, to PAKISTAN, RAN, SAA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

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HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, July 30th, 1908.

All 100 cents per Dollar Mexican.

Butcher Meat.

Best mutton & prime cut—Maf Lung Pa... 18

Corned—Ham Ngau Yek... 18

Road—Shiu... 18

Breast—Nga Lam... 18

Soup—Tong Yek... 18

Steak—Ngau Yek Pa... 18

Canton Ngau Lao Shiu... 18

Sausages—Ngau Chung... 18

Butcher's Fat—Siu... 18

Tongue—Nga Lam... 18

Corned—Ham Ngau Yek... 18

Head—Ngau Yek... 18

Heart—Ngau Yek... 18

Knock—Ngau Yek... 18

Feet—Ngau Yek... 18

Kidneys—Ngau Yek... 18

Tail—Ngau Yek... 18

Liver—Ngau Yek... 18

Tripes—Ngau Yek... 18

Calves Head & Feet—Ngau Yek... 18

Mutton Chop—Yeung Fat Kwai... 18

Leg—Yeung Fat Kwai... 18

Shoulder—Yeung Fat Kwai... 18

Pig's Chikilings—Chi Chong... 18

Breast—Chi Chong... 18

Foot—Chi Chong... 18

Head—Chi Chong... 18

Heart—Chi Chong... 18

Kidneys—Chi Chong... 18

Liver—Chi Chong... 18

Pork Chop—Chi Chong... 18

Corned—Ham Ngau Yek... 18

Leg—Chi Chong... 18

Yat or Lard—Chi Chong... 18

Sheep's Head and Feet—Yeung Fat Kwai... 18

Heart—Yeung Fat Kwai... 18

Kidneys—Yeung Fat Kwai... 18

Liver—Yeung Fat Kwai... 18

Sucking Pig, To Order—Chi Chong... 18

Suet, Beef—Sang Ngau Yek... 18

Mutton—Sang Ngau Yek... 18

GOVERNMENT AND SUEZ CANAL.

Sir Edward Grey, replying in a printed statement to a question by Mr. Molteno, M.P., states that the Suez Canal capital originally consisted of 400,000 shares of 500 francs each, and 176,000 shares were purchased by His Majesty's Government at a cost of 3,760,000 francs. Since the shares have been redeemed, shareholders enjoy a vote for every twenty-five shares, up to a maximum of ten the voting power in respect of the British Government holding is limited to the votes. The amounts received in 1905, 1906, and 1907, representing interest and dividend on the shares and dividend on the Actions de Jouissance, which replace the drawn shares, were 26,502,438 francs, 26,947,46 francs, and 26,722,740 francs respectively. The rate of interest on the shares is a fixed rate of five per cent. per annum; the dividends distributed on the shares and Actions de Jouissance in the three years were at the rates for each 500 francs—In 1905, 125,894 francs; 1906, 126,338 francs; 1907, 126,338 francs. With regard to the opinion expressed by the official directors in 1906, he would point out that the toll was reduced in that year by 75 centimes to 7 francs 75 centimes per ton, and since then considerable sums have been expended on the improvement of the canal.

To-day's Advertisements

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship ARRATON APCAR.
Captain A. STEWART, well equipped for the above route, will be despatched on the 6th August, at Noon, as previously notified.
This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a fully certified Doctor.
For Freight or Passage, apply to
DAVID SAUNDSON & Co., Ltd., Agents.
Hongkong, August 4, 1908. 1039

NORDDEUTSCHER LLOYD. BREMEN.

NOTICE

FOR KUDAT & SANDAKAN.
Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO & MENADO.

THE Steamship S. GORNEO.
Captain F. SMITH, ready to load on Thursday, the 6th August, will leave on SATURDAY, the 8th August, at 9 a.m.
For Freight or Passage, apply to
NORDEUTSCHER LLOYD, MELORENS & Co., Agents.
Hongkong, August 4, 1908. 1085

EXCHANGE.

Hongkong, August 4, 1908.	
On London	100 = 113 1/2
Bank Wire	100 = 113 1/2
On demand	100 = 113 1/2
On 30 days' sight	100 = 113 1/2
On 60 days' sight	100 = 113 1/2
On 90 days' sight	100 = 113 1/2
On 120 days' sight	100 = 113 1/2
On 150 days' sight	100 = 113 1/2
On 180 days' sight	100 = 113 1/2
On 210 days' sight	100 = 113 1/2
On 240 days' sight	100 = 113 1/2
On 270 days' sight	100 = 113 1/2
On 300 days' sight	100 = 113 1/2
On 330 days' sight	100 = 113 1/2
On 360 days' sight	100 = 113 1/2
On 390 days' sight	100 = 113 1/2
On 420 days' sight	100 = 113 1/2
On 450 days' sight	100 = 113 1/2
On 480 days' sight	100 = 113 1/2
On 510 days' sight	100 = 113 1/2
On 540 days' sight	100 = 113 1/2
On 570 days' sight	100 = 113 1/2
On 600 days' sight	100 = 113 1/2
On 630 days' sight	100 = 113 1/2
On 660 days' sight	100 = 113 1/2
On 690 days' sight	100 = 113 1/2
On 720 days' sight	100 = 113 1/2
On 750 days' sight	100 = 113 1/2
On 780 days' sight	100 = 113 1/2
On 810 days' sight	100 = 113 1/2
On 840 days' sight	100 = 113 1/2
On 870 days' sight	100 = 113 1/2
On 900 days' sight	100 = 113 1/2
On 930 days' sight	100 = 113 1/2
On 960 days' sight	100 = 113 1/2
On 990 days' sight	100 = 113 1/2
On 1020 days' sight	100 = 113 1/2
On 1050 days' sight	100 = 113 1/2
On 1080 days' sight	100 = 113 1/2
On 1110 days' sight	100 = 113 1/2
On 1140 days' sight	100 = 113 1/2
On 1170 days' sight	100 = 113 1/2
On 1200 days' sight	100 = 113 1/2
On 1230 days' sight	100 = 113 1/2
On 1260 days' sight	100 = 113 1/2
On 1290 days' sight	100 = 113 1/2
On 1320 days' sight	100 = 113 1/2
On 1350 days' sight	100 = 113 1/2
On 1380 days' sight	100 = 113 1/2
On 1410 days' sight	100 = 113 1/2
On 1440 days' sight	100 = 113 1/2
On 1470 days' sight	100 = 113 1/2
On 1500 days' sight	100 = 113 1/2
On 1530 days' sight	100 = 113 1/2
On 1560 days' sight	100 = 113 1/2
On 1590 days' sight	100 = 113 1/2
On 1620 days' sight	100 = 113 1/2
On 1650 days' sight	100 = 113 1/2
On 1680 days' sight	100 = 113 1/2
On 1710 days' sight	100 = 113 1/2
On 1740 days' sight	100 = 113 1/2
On 1770 days' sight	100 = 113 1/2
On 1800 days' sight	100 = 113 1/2
On 1830 days' sight	100 = 113 1/2
On 1860 days' sight	100 = 113 1/2
On 1890 days' sight	100 = 113 1/2
On 1920 days' sight	100 = 113 1/2
On 1950 days' sight	100 = 113 1/2
On 1980 days' sight	100 = 113 1/2
On 2010 days' sight	100 = 113 1/2
On 2040 days' sight	100 = 113 1/2
On 2070 days' sight	100 = 113 1/2
On 2100 days' sight	100 = 113 1/2
On 2130 days' sight	100 = 113 1/2
On 2160 days' sight	100 = 113 1/2
On 2190 days' sight	100 = 113 1/2
On 2220 days' sight	100 = 113 1/2
On 2250 days' sight	100 = 113 1/2
On 2280 days' sight	100 = 113 1/2
On 2310 days' sight	100 = 113 1/2
On 2340 days' sight	100 = 113 1/2
On 2370 days' sight	100 = 113 1/2
On 2400 days' sight	100 = 113 1/2
On 2430 days' sight	100 = 113 1/2
On 2460 days' sight	100 = 113 1/2
On 2490 days' sight	100 = 113 1/2
On 2520 days' sight	100 = 113 1/2
On 2550 days' sight	100 = 113 1/2
On 2580 days' sight	100 = 113 1/2
On 2610 days' sight	100 = 113 1/2
On 2640 days' sight	100 = 113 1/2
On 2670 days' sight	100 = 113 1/2
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On 2790 days' sight	100 = 113 1/2
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On 2880 days' sight	100 = 113 1/2
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On 2970 days' sight	100 = 113 1/2
On 3000 days' sight	100 = 113 1/2
On 3030 days' sight	100 = 113 1/2
On 3060 days' sight	100 = 113 1/2
On 3090 days' sight	100 = 113 1/2
On 3120 days' sight	100 = 113 1/2
On 3150 days' sight	100 = 113 1/2
On 3180 days' sight	100 = 113 1/2
On 3210 days' sight	100 = 113 1/2
On 3240 days' sight	100 = 113 1/2
On 3270 days' sight	100 = 113 1/2
On 3300 days' sight	100 = 113 1/2
On 3330 days' sight	100 = 113 1/2
On 3360 days' sight	100 = 113 1/2
On 3390 days' sight	100 = 113 1/2
On 3420 days' sight	100 = 113 1/2
On 3450 days' sight	100 = 113 1/2
On 3480 days' sight	100 = 113 1/2
On 3510 days' sight	100 = 113 1/2
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On 3570 days' sight	100 = 113 1/2
On 3600 days' sight	100 = 113 1/2
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On 3660 days' sight	100 = 113 1/2
On 3690 days' sight	100 = 113 1/2
On 3720 days' sight	100 = 113 1/2
On 3750 days' sight	100 = 113 1/2
On 3780 days' sight	100 = 113 1/2
On 3810 days' sight	100 = 113 1/2
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On 3960 days' sight	100 = 113 1/2
On 3990 days' sight	100 = 113 1/2
On 4020 days' sight	100 = 113 1/2
On 4050 days' sight	100 = 113 1/2
On 4080 days' sight	100 = 113 1/2
On 4110 days' sight	100 = 113 1/2
On 4140 days' sight	100 = 113 1/2
On 4170 days' sight	100 = 113 1/2
On 4200 days' sight	100 = 113 1/2
On 4230 days' sight	100 = 113 1/2
On 4260 days' sight	100 = 113 1/2
On 4290 days' sight	100 = 113 1/2
On 4320 days' sight	100 = 113 1/2
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On 5070 days' sight	100 = 113 1/2
On 5100 days' sight	100 = 113 1/2
On 5130 days' sight	100 = 113 1/2
On 5160 days' sight	100 = 113 1/2
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On 5220 days' sight	100 = 113 1/2
On 5250 days' sight	100 = 113 1/2
On 5280 days' sight	100 = 113 1/2
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On 6210 days' sight	100 = 113 1/2
On 6240 days' sight	100 = 113 1/2
On 6270 days' sight	100 = 113 1/2
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On 6990 days' sight	100 = 113 1/2
On 7020 days' sight	100 = 113 1/2
On 7050 days' sight	100 = 113 1/2
On 7080 days' sight	100 = 113 1/2
On 7110 days' sight	100 = 113 1/2
On 7140 days' sight	100 = 113 1/2
On 7170 days' sight	100 = 113 1/2
On 7200 days' sight	100 = 113 1/2
On 7230 days' sight	100 = 113 1/2
On 7260 days' sight	100 = 113 1/2
On 7290 days' sight	100 = 113 1/2
On 7320 days' sight	100 = 113 1/2
On 7350 days' sight	100 = 113 1/2
On 7380 days' sight	100 = 113 1/2
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On 8250 days' sight	100 = 113 1/2
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